

# City of Union City

**City Type:** Suburban Center/Town Center

**Purpose:** To develop a parking plan/approach that will help the City adjust to the increasing urbanization of the area. Costs of parking and its enforcement are critical for the City, as is the financing of future parking garages.

## Goals:

- Provide bicycle/pedestrian amenities to encourage alternative modes of travel
- Assess in-lieu parking fees for development in the Station District through the CSMU district zoning code
- Incorporate 'unbundling' (separating parking costs from rent or development costs)
- Develop shared parking techniques to increase the efficient use of available parking

## Findings:

- Parking supply at the BART station and on nearby streets reaches full capacity by approximately 7:40 AM
- On-street parking on the periphery streets is primarily occupied by BART patrons
- Early morning (4:45-5:15 AM) residential off-street occupancy ranges between 70 and 83 percent, indicating some additional capacity

## Stakeholder Participation:

- Developers expressed greater enthusiasm for office and retail in-lieu fees than for residential developments; emphasized that fees should be required up-front and then used promptly to supply parking
- Both developers and citizens expressed support for unbundling, though developers expressed some doubts about the 'hunting license' approach
- Parking requirements impact the effectiveness and developer acceptance of both in-lieu fees and unbundling
- Low income housing regulations may conflict with in-lieu fees and unbundling

## Recommendations:

- Parking Pricing
- In-lieu Fees
- Unbundling Parking
- Shared Parking
- Transportation Demand Management
- Bicycle and Pedestrian Amenities